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SWANSEA PORT HEALTH AUTHORITY.

A N N U A L R E P O R T.

for the year 1939.

of the

MEDICAL OFFICER OF HEALTH.

by

H. R. Tighe, M.D., F. R. C. S., D. P. H.,

Port Medical Officer of Health.

Port Health Offices:
10 Somerset Place,
SWANSEA.

THE SWANSEA PORT HEALTH AUTHORITY.

The membership of the Authority for the year was as follows:-

Councillor E. Walters. (Chairman)	County Borough of Swansea.
Alderman G. H. Hollett.	
Councillor W. Evans.	
Councillor T. S. Harris.	
Councillor Dr. L. W. Hefferman.	
Councillor S. C. Jenkins.	
Councillor G. H. Libby.	
Councillor E. G. Protheroe, J.P.	
Councillor W. G. Rees.	
Councillor J. Richards. succeeded in November 1939 by Councillor David Richards, J.P.	
Councillor W. P. Jenkins, J.P. (Vice-Chairman)	Neath R.D.C.
Alderman R. Jenkins, J.P.	Borough of Neath.
Councillor W. K. Owen, J.P. succeeded in November 1939 by Councillor J. Shea.	
Alderman H. Griffiths.	Borough of Port Talbot.
Councillor J. J. Edwards.	
Councillor D. J. Rees, J.P. succeeded in April 1939 by Councillor G. Glenton.	Porthcawl U.D.C.
Councillor D. E. Rees. succeeded in April 1939 by Councillor Edward Thomas.	Cowbridge R.D.C.
Councillor Major C. T. Edmondes.	Penybont R.D.C.

OFFICERS OF THE AUTHORITY.

Clerk: H. L. Lang-Coath.

Medical Officer: H.R. Tighe, M.D., F.R.C.S., D.P.H.

Deputy Medical Officer: Idwal Pugh, M.B., Ch.B., D.P.H.

Assistant Medical Officers.

PORT TALBOT. W.W. Hellyer, M.R.C.S,, L.R.C.P.,

NEATH DISTRICT. Thomas Imrie, MB., Ch.B.

PORTHCAWL. G.M.A. Thomas, L.R.C.P., L.R.C.S.

Treasurer: W.B. Emmett.

Chief Inspector.

* J. A. Davies, C.R.S.I.

Assistant Inspectors.

SWANSEA.

* H.W. Baxter, C.R.S.I.

T.H. Hearne, C.R.S.I.

* H.G. Williams, C.R.S.I.

* H. Bowen, A.R.S.I.

PORT TALBOT: R.A. Best, C.R.S.I.

NEATH DISTRICT: M.T. Johns.

PORTHCAWL: L. Mabley.

Rat-searcher: P.H. Jones.

Medical Officer's Clerk: A. Davies.

Junior Clerk: J.G. Davies.

* Certificate of Meat & Foods.

JURISDICTION OF THE PORT.

The limits of the jurisdiction of the Port Health Authority as defined by the Order constituting the Authority are as follows:-

"All that part of the said Port of Swansea which lies on the landward side of a straight line drawn from the Mumbles Point to the South-eastern extremity of the said Port at Nash Point, together with the waters of the said Port of Swansea within such limits, and all docks, basins, harbours, creeks, rivers, channels, roads, bays, and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs Boarding Station or Stations for such part of the said Port, and the place or places for the time being appointed for the mooring or anchoring of ships for the prevention of the spread of diseases issued under the Authority of the Statutes in that behalf, and for the purposes of any Regulations as aforesaid shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or which shall be on its way thither".

CONTRIBUTING AUTHORITIES.

The contributing Riparian Authorities are the County Borough of Swansea, the Boroughs of Port Talbot and Neath, the Urban District of Porthcawl and the Rural Districts of Cowbridge, Neath and Penybont.

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To:

The Chairman and Members of the

Swansea Port Health Authority.

Gentlemen,

I have the honour to sumbit this my first Annual Report as Medical Officer of Health to the Authority. It appears under the shadow of another great European War, the exigencies of which both economical and strategical necessitate much modification and truncation of the reports of all port health authorities in Great Britain.

The early part of the year saw considerable changes in the Authority's Staff due to the introduction of Superannuation on April 1st. Upon the retirement of Dr. Hanson on that date you lost a veteran medical officer of health, who had served the Authority for nearly forty years. He was succeeded temporarily by the Deputy Medical Officer, Dr. Thomas Evans who, after his retirement under Superannuation on April 1st from the post of Medical Officer of Health of Swansea, remained as Acting Medical Officer of Health for the Port until my entry upon duty on July 1st. He was succeeded in the post of Deputy Medical Officer of Health by Dr. Idwal Pugh who had previously succeeded me as Deputy Medical Officer of Health of Swansea.

The retirement of one of your Inspectors, Mr. Hale, caused a reallocation of duties amongst the remaining inspectors. The outbreak of War on September 1st and the consequent suppression of all advance information of shipping necessitated the reintroduction of tidal watches which still further modified your inspectors' hours of duty.

With the foregoing introductory statement, I shall in accordance with Circular 1937 Ministry of Health confine the report to short notes of any points of special importance and to the abbreviated tables as prescribed in the same Circular.

INSPECTION OF SHIPPING.

TABLE A.

	Number Inspected.				
	By the Medical Officer of Health.	By the Sanitary Inspector.	Number reported to be Defective.	Number of Vessels on which defects were remedied.	Number of Vessels reported as having, or having had, during the voyage infectious disease on board.
TOTAL:-	73	5,003	581	524	8

Nuisances and defects found on vessels inspected, numbered 1,160, of which 1041 were remedied. In addition 486 verminous and dirty beds were destroyed. 137 written informal notices and 444 oral instructions were issued. To enforce compliance with these notices and to investigate cases of sickness, 827 re-visits were made by your Inspectors.

INFECTIOUS DISEASES.

The Infectious Diseases Hospitals of the Swansea Corporation, namely Hill House Isolation Hospital and the neighbouring Smallpox Hospital are available for Port Cases. There is a Resident Medical Officer at the Isolation Hospital. The Corporation Ambulances remove patients to Hospital from all the Ports within the area of the Port Authority.

All areas of the Port are not as well provided with roads as might be desired and fairly long stretcher journeys would be needed to transport to an ambulance, lying cases from ships at certain berths. This ill provision of roads also renders inspection of vessels in berth more difficult especially at night.

Scabies cases are admitted to the Swansea Public Assistance Hospital, Tawe Lodge.

Venereal Diseases.

Cases from the Port of Swansea are referred to the Venereal Disease Clinic at the Swansea General Hospital.

A Venereal Disease Clinic at Port Talbot under the Glamorgan County Council serves the Ports of Neath and Port Talbot.

The masters of all vessels on arrival are notified of the facilities for free treatment at the above clinics and leaflets giving information on the dangers of these diseases and the facilities for free treatment available are supplied to the crews by the Inspectors.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of Cases during the year. Passengers.	Crew.	No. of Vessels concerned.
Para-typhoid Fever.	-	1	1
Pneumonia.	-	1	1
Scarlet Fever.	-	1	1
Tuberculosis.	-	1	1
TOTALS.	-	4	4

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival.

Disease.	No. of Cases during theyear. Passengers.	Crew.	No. of Vessels concerned.
Chickenpox.	-	3	1
Typhoid Fever.	-	3	2
Typhus Fever.	-	1	1
TOTALS.	-	7	4

DISINFECTION AND DISINFESTATION OF SHIPS.

Disinfection where required has hitherto been carried out by means of liquid Sulphur dioxide (Sulphume). Articles requiring steam disinfection are removed to the disinfection station at Hill House Isolation Hospital.

For the disinfestation of vessels for vermin - chiefly bugs and cockroaches - either Sulphur dioxide or Cyanide fumigation is employed. The work is done by contractors, who, when Cyanide fumigation is required, have to be summoned from Cardiff.

This makes Cyanide disinfestation more expensive than it might otherwise be and must provide a strong temptation to hurry the work. There does not appear to be any reason why large port health authorities, especially when part of, or in liason with the health departments of considerable towns, should not provide fumigation for ships by direct administration. The problem of the bed bug is now so considerable that the pest is unlikely to be reduced to minimal proportions except by continuous and systematic attack, covering both towns and ports.

RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On Vessels.

Total number of rats destroyed in year	-	386
" " " " Bacteriologically examined	-	55
" " " " infected with Plague	-	Nil

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Total number of rats destroyed in year	-	1,706
" " " " Bacteriologically examined	-	109
" " " " infected with Plague	-	Nil

MEASURES AGAINST RODENTS.

Vessels arriving from abroad are examined by the Inspectors and the Rat-Searcher for signs of rat infestation, traps being laid in cases of doubt.

When ships are inspected for certificates, the presence or otherwise of harbourage is noted and where harbourage is not remedied its presence is recorded on the certificate. The docks and warehouses are systematically inspected to ensure that owners are carrying out their duties under the Rats and Mice Destruction Act. Much progress has been made in recent years in the rat-proofing of warehouses which are now almost entirely of brick or galvanised iron structure with concrete floors. The chief dock harbourage at present appears to be work-shops, engineering stores and stacks of heavy material such as rails or girders, especially if in the neighbourhood of eating places.

Vessels requiring deratisation certificates are fumigated with either Sulphur dioxide or Cyanide Gas by contractors engaged by the owners and to the satisfaction of the Authority's Officers.

Reference has been made to fumigation in connection with bug infestation and it was suggested that town and port might unite in a concerted and continuous attack. If this could be accomplished, the disinfesting staff of the Authority would be available to fumigate for rodents.

CHARGES FOR DERATISATION OR DERATISATION EXEMPTION CERTIFICATES.

		£.	s.	d.
Ships up to 300 tons	...	0	10	6
" from 301 " to 1,000 tons	...	1	1	0
" " 1,001 " " 3,000 tons	...	2	2	0
" " 3,001 " "10,000 tons	...	3	3	0
" over 10,000 tons.	...	4	4	0

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates Issued During the Year.

No. of Ships.	No. of Deratisation Certificates issued.					No. of Deratisation Exemption Certificates issued.	Total Certificates issued.
	After fumigation with:-			After Trapping Poisoning etc.	Total.		
	H.C.N.	Sulphur.	H.C.N. and Sulphur.				
344	11	9	1	-	21	323	344

WATER SUPPLY.

Water for the Docks and Shipping is obtained from the following sources.

For the Ports:-

Swansea - Swansea Corporation Supply.
Upland surface water, chlorinated.

Neath and Briton Ferry - Neath Corporation Supply.
Upland surface water, not chlorinated.

Port Talbot. - There is a dual supply.

(1) From the Port Talbot Corporation, not chlorinated.

(2) From Cwmbrombil Reservoir, situated on, and the property of the Margam Estate.

For Shipping:-

Ships are supplied from the mains through hydrants situated on the quays and wharves.

No water boats are used in any of the ports under the jurisdiction of the Authority.

Samples of water have been taken at all the Ports and submitted for Bacteriological Examination. The reports have all been satisfactory.

NUISANCES AND DEFECTS DEALT WITH.

Nature of nuisance or defect.	Swansea.	Neath.	Port Talbot.	Porthcawl.	Total.
Forecastles, berths, cleaned, painted etc. ...	120	5	42	-	167
Waterclosets, ditto. ...	50	1	21	-	72
Peaks, cleaned and painted. ...	1	-	-	-	1
Bilges cleansed. ...	2	-	-	-	2
Defective or dirty water tanks or casks ...	1	-	1	-	2
Damp quarters caused by leaky decks over berths, unlined iron decks over berths and defective wood lining. ...	47	-	22	-	69
Insufficient ventilation of crew's spaces ...	7	-	1	-	8
Defective ventilators in ditto. ...	9	3	2	-	14
Insufficient lighting, defective side ports, deck prisms, etc.	121	10	63	-	194
Ships gear kept in crews' spaces. ...	2	1	5	-	8
Defective bulkheads and floors in crews' spaces and W.C.'s....	4	-	3	-	7
Foul accumulations on deck and quays ...	51	-	13	-	64
Defective or dirty food lockers ...	6	-	-	-	6
Defective cable chain casing in forecastle or defective or dirty alleyways, companionways. ...	1	-	-	-	1
No. tables in forecastles; defective ditto. ...	-	-	8	-	8
Defective and dirty bunks in forecastles. ...	22	-	20	-	42
Defective and dirty vegetable lockers, pantries, food-bins, etc.	5	-	-	-	5
Insufficient heating: defective stoves and stove pipes, radiators etc.	57	1	44	-	102
Defective forecastle and berth doors. ...	9	-	9	-	18
Ship's gear kept in W.C.'s., bathrooms etc. ...	1	-	-	-	1
Defective drainage in forecastles and berths. ...	2	-	-	-	2
Verminous forecastles and berths. ...	124	-	31	-	155
Leaking hawse pipe in forecastles. ...	14	1	5	-	20
Defective ladders in forecastles ...	1	-	-	-	1
Dirty messrooms, bathrooms, lavatories and wash-houses. ...	15	1	1	-	17
Insufficient bunks, in forecastles. ...	-	-	2	-	2
Defective drainage, seats, doors, ventilation, pans, troughs, flushing, light, soilpipes, etc., in W.C.'s. ...	104	1	56	-	161
Steam pipe leaking into alleyways ...	3	1	-	-	4
Ballast tank leaking into forecastles ...	1	-	-	-	1
Defective washhand basins and waste pipes. ...	6	-	-	-	6
TOTALS:-	786	25	349	-	1160

FOOD INSPECTION.

(1) Action taken under the Public Health (Imported Food) Regulations, 1937; the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1927.

FISH.

Prior to the outbreak of war Swansea had a fairly considerable fish trade. The fish landed at the wharves needed careful inspection because for financial and other reasons trawlers often were kept at sea for unduly long periods to the detriment of their cargoes. The inspector on the wharf carried out his duties under difficult conditions as while waiting for boats to discharge he had no shelter from the cold which at that spot is often severe. Neither had he a storage place for his equipment - rubber boots etc., nor any place to guard fish that might be referred for further consideration. A portable hut has now been obtained and by arrangement with the Great Western Railway placed in a convenient spot on the wharf commanding a view of the quay. This should facilitate fish inspection when the trade again resumes its normal proportions. During the continuance of the trade some difficulty was experienced latterly in the disposal of condemned fish as the only fish meal factory in the district had been burned down during the year.

Other foods inspected were grain, cereals, sugar, potatoes, lard, canned and preserved goods. All were found in good condition, other than small quantities damaged by sea or other causes. All unsound food withheld from human consumption was, with a few exceptions, disposed of locally, or otherwise dealt with. When sent to another district the medical officer of health for district concerned was notified.

Amount of unsound foodstuffs dealt with:-

Description.	Tons.	Cwts.	Qrs.	Lbs.	How disposed of.
Biscuits.	0	0	0	16	Destroyed
Canned Fruit.	0	0	3	16	do.
Fish (wet)	2	16	3	6	do.
Fish (cured)	1	2	3	14	do.
Ham Bones.	0	1	1	0	do.
Lard Compound.	0	1	2	0	Reconditioned.
Margarine.	0	1	2	24	do.
Potatoes.	47	0	0	0	Sold for pigs food.
Quaker Oats.	0	1	0	20	Destroyed.
Shrimps (canned)	0	1	2	7	do.
Tomatoes.	0	0	1	15	do.
Wheat.	8	0	0	0	do.
TOTAL:-	59	8	1	6	

During the year 57 Tons. 10 Cwts. 3 Qrs. 16 Lbs. of mixed fish which remained unsold were destroyed.

THE PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

No milk, to which the above regulations apply, was imported.

THE PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925 to 1927.

It was not found necessary to take action under the above regulations.

(2) Shell-fish.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934.

OYSTER FISHERY. - No Oyster landings were made within the area of the Authority during the year and no Oyster dredgers were licensed by the South Wales Sea Fisheries Committee. It is an offence to dredge for Oysters without a license and any offender will be prosecuted by the Fisheries Committee.

The provision of a closed area under byo-law 11 of the South Wales Sea Fisheries was made as an experiment and the Fisheries Committee are satisfied that it has served its purpose so they do not propose to apply for a renewal of the closure at present.

Cockles are to be obtained in Swansea Bay but the beds are not worked as an industry. The Fisheries Committee sow cockles in the Bay to encourage fish to come in to feed and the results have proved very successful.

THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1939.

In all cases notices were served prohibiting importation, and forbidding removal except for exportation. A written undertaking not to import the parrots was given in each case.

AIR RAID PRECAUTIONS.

The outside staff have been equipped with steel helmets and service respirators and are attending a course of Gas instruction.

In conclusion I thank you, Mr. Chairman and Members of the Authority for your advice and support, the Officers of H.M.Customs, the Officers of H.M.Board of Trade, the Docks Officials, the Pilots and the Officers of the South Wales Sea Fisheries Committee for their co-operation and assistance and I thank my colleagues of all grades on the Staff of the Authority for their help in carrying out the duties of the Port Health Authority.

I am. Gentlemen,

Your obedient servant,

H. R. TIGHE.

Port Medical Officer of Health.

Port Health Offices,

10, Somerset Place,

SWANSEA.

April, 1940.